

# High Plains Shifter

Newsletter of the NCRS Rocky Mountain Chapter [www.ncrsmc.org](http://www.ncrsmc.org)  
Published Bi monthly by the Rocky Mountain Chapter NCRS, Inc. Dennis Dalton, Editor

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## Chairman's Message

"On the Road Again"

By Rick Reiff

Hello fellow Corvette enthusiast,

Well, the fall season is knocking on the door. I heard there was a light snow in the Breckenridge area recently, so the season change is on its way. However, that is not all bad as the Chapter's big late summer/early fall event is rapidly approaching - the Chapter Meet at the Gateway Canyons Resort on the Western Slope that takes place on September 6-9. We combined the fall road tour and Chapter meet into one event this year and are co-hosting the event with the New Mexico Chapter. In addition to this, members of the Looking Glass Corvette Association are also participating. So without a doubt, there will be a wide range of Corvettes on display at this unique resort. Some of the group is heading up Thursday to make sure everything is ready to go (ex. make sure the assembly lube is cold). The rest of those going will leave Friday morning on a wonderful tour that Ralph Ridge has put together through various mountain towns and back roads in some of the most scenic part of the country. I am confident that those involved have put together a wonderful event and experience. If you can't make it, stay tuned for a report in the next edition of the High Plains Shifter. I've been on several Corvette road trips and each one is a memorable and unique experience and something I really look forward to, hence the title of this edition's message. Although the trips may take place in different parts of the country and at different times of the year there is a common theme to participating, and that is the welcome feeling you experience on a road trip, a sense of belonging. I think others experience this as well and as a result everyone on a trip is usually in a great (and at times festive) mood. I have made similar references in this column with regard to Chapter membership, but for me, I think the road trip is the benchmark for determining the "Corvette experience." This coupled with the opportunity to judge some cars, see some rare cars (in the resort's museum), and enjoy the Rocky Mountains will likely establish a new benchmark.

In October the Chapter Board will be meeting to plan next year's schedule of events. As you know we have

the Regional in May that is well into the planning/coordinating phase. Other than this event we have a fairly flexible schedule. As such, if any of you have any ideas regarding topics for tech sessions or events that you would think the Chapter membership would enjoy participating in, please let me or any other Board member know and we'll be sure to discuss it.

See ya down the road,  
Rick Reiff, Chairman

### **Vice Chairman's Comments**

By Dennis Kazmierzak

Over the past few months we've completed all our requirements for the Chapter Charity i.e. donation, volunteer activity (phone bank and calendar participation) and submission of information to NCRS. 9 HealthFair has asked us again to be a sponsor for 2008. In doing so we will be looking for donations to the Chapter and participation in the coming year by as many members as possible so we qualify for this requirement. To start off I need you to call or e-mail me with your interest in having your Corvette in our 2008 calendar. I have a couple of names to start but need a minimum of 12. We'll be discussing this at the planning meeting in October but don't wait till then as I would like to have the calendar finished and in your hands by mid December. If you have any suggestions or would like to participate in any way please contact me.

In the background Jim Hilton and I have been working on the judging entry programs to make the process simpler and less time consuming for everyone. From the chapter level through NCRS this can be a daunting task. If you've never set up a meet (see the Reference Manual for details) this involves a lot of tedious work to see that the individual entering their Corvette gets credit for the event and eventually an award. We hope to have the bugs out of the program before our 2008 Regional. Our Gateway meet will be another test of this software.

There will be a couple of special meetings coming up in the next month or two. When contacted please make sometime to support your chapter by attending when asked. You'll be pleased with the outcome for sure.

Dennis

### **Activities**

By Mike Bird

September will be a busy month for our club with the Chapter Meet/ Show and Shine at the Gateway Canyon's Resort & Auto Museum in Gateway,

Colorado. Most of the attendee's will leave their various locations on September 6th and go to Gateway. The various events will be held on the 7th and the 8th and we will return home on the 9th of September. This should be a fun event for all.

Also in September will be Coy's Swap Meet at the Bandimere Speed Strip on the 23rd. This is pretty much it for Swap Meets for 2007, so see you there.

For October, there will be a Board Planning Meeting on the 6th. Also in October there will be a Tech Session at Corvette City at 11:00AM on the 20th. Hope you can all make it.

Mike Bird, Activities

### **Editor's Corner**

By Dennis Dalton

Fall is here (sort of) and we only have one more newsletter after this one to submit technical articles for our chapter award. Since we qualify as a medium size chapter (75-150members) we are required to publish six articles per year to be eligible. You may recall that a couple of years ago the annual cut off dates for chapter award requirements was changed to match the calendar year instead of summer to summer.

We have had some great support so far with two articles in the March/April issue: Jack Humphrey's "Patent Dating Method" and Ralph Ridge's "C1 Widow Felts". The last issue, July/August, we had an interesting article by Jim Hilton, "I Need Another Gear". That makes three articles and we need three more published this year in the next issue Nov/Dec. So sharpen those pencils!

I want to thank both Rick Reif for his road trip article and Jack Humphrey for his article in this newsletter "Dutch Treat". These are very entertaining and add to the quality of the newsletter. Unfortunately, these do not count towards the award since they are not technical in nature.

Fellow members: remember when you receive your September/October Restorer-Driveline, don't forget to vote. FOR YOUR VOTE TO COUNT, YOU MUST SEND IN THE WRAPPER THE MAGAZINES CAME IN WITH YOUR MEMBERSHIP INFO ON IT. THANKS

Dennis Dalton, Editor

## Judging Chairman

By Jim Lennartz

Well we're past the half way mark for the year of events. Gateway judging meet is just around the corner for all those who will be in attendance there. At present, we have signed up 6 Corvettes for judging and this would be a great opportunity to try your hand at judging if you haven't before. Those Ladies who are in attendance are welcomed to give it a go for sure.

Next is the schedule of events to be determined for next year's calendar. If you are interested in a particular subject for a tech session, now is the time to make it known for insertion into the annual program. I might also add, that new judging school topics are being requested. Remember that this is your chapter, what you put into it is what you get out of it. I need new ideas from you whether you are a participant or just a contributor to a subject.

Lastly, are you involved in a committee for the Regional next spring? There is still time to donate your time on a committee of your choice. The chapter is looking for positions to be filled in the host/hostess category.

Question to the membership at large..... Where and when was the 305 ci. engine used for a Corvette??? Or was it?

Jim Lennartz  
RMC Judging Chairman

## Regional Director Report Region VI

By Howard Loomis

The National Convention in Marlborough, Massachusetts was one of the largest NCRS has ever had, I don't know what the count was but lots of people and cars. A good time to catch up with old friends and make new ones. The hotel was very nice and everything was held at the hotel, all day trips started at the hotel; this area was a great place to vacation.

Barb and I toured downtown Boston on one of the trips and had a great lunch at a very famous restaurant. The Oyster House, John Kennedy use to eat there. Taking the bus trips from the hotel was a good idea, if you didn't take the bus trips you just plain got lost. The second trip was whale watching and I got a chance to sit and talk with the Dutch Chapter members, what a great group and a big plus to NCRS.

The Convention got over Thursday night and I had board meeting Friday morning. (started at 6am and lasted till about 1 pm). I can say this, NCRS has some big plans in the works which will make this organization so much better for all of it's MEMBERSHIP. The first of the year some things are going to change for the better.

Howard Loomis  
Regional Director

## Dutch Treat

By Jack Humphry

It was a snowy morning in March when the phone rang. Picking up, I was surprised to hear the voice of Rob Musquetier, newly formed NCRS Dutch Chapter Chairman, calling from Amsterdam. We'd met last year, 2006, when I went to Europe with the UK Chapter and took a road trip to France for the annual 24 Hours du Mans endurance race.

Rob had heard through UK Chapter Judging Chairman, Tom Falconer that I wasn't planning to return for the joint chapter repeat of the trip to in 2007. BEWARE, the Dutch are shrewd!

Rob asked, "Say, old man, (in his best British mimic) would your decision possibly be influenced by bribery? What if you were to buy round trip air tickets from Denver to Amsterdam and I picked up at the airport, put you up at my house, and gave you half of my '69 BB convertible for the road tour to/from LeMans? Might that make a difference in your decision not to come 'play' with us this year?"

Hum, a Dutch treat, eh? Well, not to answer too quickly here, there might be bargaining room left on the deal... I said, "Gee, Rob, are you at home or at work? Let, me think about this and get back to you." I rang off and IMMEDIATELY fired up my Google search engine for discount air fare rates.



Cars queued for track lap

About 12 minutes later, I'd booked a discount fare round trip ticket for \$1200. The LeMans race is in June and that's the summer 'high season' for travel and lodging in Europe. The cost wasn't too bad considering...

I casually pounded out an email to Rob with my travel schedule, and before hitting SEND, I rang him back. "Yeah, it looks like this trip can be done." I hit SEND and continued the conversation knowing Rob's addicted to computers and the internet. Rob designs and maintains web sites for a living.

Sure enough, as we talked my email popped up in his in-basket and he read it without breaking stride in our conversation. I heard him say, "Well, it appears you're a typical American...one who has great difficulty making up your mind on these things. I believe we're 'go' for a Dutch treat now.

I rang off and walked across my office to ye olde coffee pot. Yep, there was some morning java left and still warm. I poured a cuppa and returned to my computer. I clicked on my international, multi time zone clock/calendar and observed it was roughly 7:00 PM in London. It wouldn't do for my UK Chapter 'mates' to hear of this reversal in plans from the Dutch!

So, I phoned UK Judging Chairman, Tom Falconer, at his home in the suburbs southwest of London. Tom answered and from the background I could tell he was in their gorgeous, multi-purpose, family kitchen. I made a bit of introductory small talk to set the stage to break my 'news'. But, before I could spit out my change in plans, I could hear Tom's wife, Polly, singing in the background: "Go, Back, Jack...Do It Again."

Hum, looks like news travels FAST in Europe! Yes, Rob had beaten me to Tom. The Falconers already had my air travel schedule and were busy integrating me into the meet's lodging sequence. Tom cut me off with my breaking news announcement and asked if I'd like to have my 'old' room back at Le Croix Joreau. That's the cluster of 17<sup>th</sup> century French farm houses converted to individual condo units roughly 35 miles south of LeMans that we base our operations out of during the race.

I said, "Yes, my old room was fine last year. I'll be pleased as punch to occupy it again this year." Tom relayed the info to Polly and launched into discussing the things I could bring with me help with judging cars at LeMans. You see this is both a joint Chapter road tour, judging meet and a vacation trip to LeMans for the annual endurance race. I took notes on my list of 'go do' items and rang off with a pleasant, Cheers, mate closing.

## On The Road Again

The day finally came to fly to Amsterdam. I'd 'smashed' my luggage down to a single carry-on hand back and one duffle bag. I'd pre-certified my luggage (HAS to fit in ½ of the rear compartment space of a Shark convertible). Fortunately, my '71 SB is a decent clone of Rob's '69 BB so I knew I was good to go.

With one mishap, the airline was late departing from Denver causing me to miss my scheduled connecting flight from London to Amsterdam, I arrived in Holland. I found Rob waiting patiently outside with his yellow '69. He'd put two and two together and figured I'd be on the next flight in.

So, off we went to Rob's house in Limen, a short 20 'klick' drive from the airport. I met his wife, Simone, and she had dinner waiting! We ate and talked and fired up the Corvette for a cross-Amsterdam visit to the Dutch Chapter clubhouse. This is an INCREDIBLE facility!



*Club House*

They had trouble recruiting the appropriate number of NCRS members from the Netherlands to qualify for a Chapter Charter. You need a minimum of 25 founding members and the NCRS Board of Directors wants to see AT LEAST that many from your local country. Why grant a chapter status when it might 'fail' after a year or two with members not renewing? That would be a 'black eye' for NCRS...

When they tried to recruit the additional number of members needed to cement their chapter charter petition, Dutch locals shrewdly asked, "What's in it for me?" A little bit of primary market research revealed land costs are high in the Netherlands and few have sufficient garage space to work on their cars at home. So, they found a sponsor to donate space for their clubhouse and rolled up their sleeves to final finish the facility.

It's AMAZING! Inside they have a 4-post and 2-post lift, air compressor and tools, a tire machine, media blaster and plating tanks. The basic shop mechanical facilities are surrounded by nostalgia pieces on the floors and walls (Elvis Presley, Marilyn Monroe) and there's a sunken living room facility replete with surrounding plush leather sofas! And, they've even made up a mechanical, 3-reel, and slot machine with a Corvette theme. The mixture of hospitality décor with functional automotive repair facilities is UNIQUE...

After a walk about tour, Rob drove his car in and we installed a Breakerless SE ignition kit that I'd brought over for our cross-Europe drive. Bing, bang, boom and we were good to go! We returned to Rob's house for an early bed time and awoke to hit the road at 6:00 AM the next morning. We drove south and west across the Netherlands, and then jogged due west crossing Belgium. As we neared the French border, Rob checked his watch and phoned Tom Falconer.



*Corvette Corner*

Yes, the British were just arriving in France on the ferry from Dover. Everything looked good for our scheduled link-up just south of Bolougne-Sur-Mer. We had one incident in route that morning. Rob's ammeter was twitching (charge, no charge) as we drove.

Rob pulled into a fuel station and after topping off the tank, I performed 'surgery'. Hum, one wire to the starter motor mis-routed and heating against the exhaust manifold, plus a loose alternator harness. A few hand tools and we were good to go meet the British.

### To LeMans

Our combined Dutch/British convoy stopped for the night on the Seine River at the small town of Forges. Tom intentionally stays off the motorway roads hugging the French D-roads. These are 2-lane,

asphalt highways in EXCELLENT repair. You wind through each little French town and village along the way receiving cheerful waives and salutes from the French locals as you pass. We split the driving in half so each of us got to relax and enjoy the view as well as run the Corvette through its gears. GREAT fun!

The next morning, the ladies decided we needed a culture break from nuts, bolts and carburetors. We made a mid-morning stop at the American Gardens, the home base of world famous painter, Claude Monet. The gardens he immortalized in his impressionist paintings have been maintained JUST as they were when he originally captured them on canvass.



*Monet's American Gardens*

From there we drove to Parçay-Les-Pins and our race lodging facility, Le Croix Joreau. We arrived about 6:00 PM and began to pack our luggage in. The British ex-pat hotel owner/operators, John and Helen Larder, were greeting Tom and Polly Falconer as I rounded the corner from the parking lot. I could hear them say, "Well, it's a pity the Americans didn't return with you this year." So, bags in hand, I called out, "Hello, Lucy, I'm home...." I knew we were off to a GREAT stay!

### Flight Judging

We judged only one car the next day, thank God... The weather turned and it was drizzling. Fortunately, John didn't renovate ALL of the farm house facilities into condos and he does have a portion of an original barn left. We parked the car inside and obtained relief from the rain.

The judging was complicated. The car was a 1992 and we'd been given permission to 'test' judge it using the as yet unreleased 1992-93 Judging Guide. The results of the judging could not be official (no Flight Certificate awarded) and the exercise was to comment/critique the draft copies of the Judging

Guide and Flight Score Sheets I'd carried with me from the States.

The Europeans were fired up to make a positive contribution to the NCRS judging process but the work was SLOW... Why, well you're working with a car that's an unknown entity as well as a Judging Guide that's still in embryo phase. So, you can't trust either to be 'right'...

Next, throw in another 'one-of' situation. The car we were judging belonged to UK Chapter Secretary, Jack Cooper. It's a low mileage, two owner Corvette that was originally a bona fide, GM European export car delivered through the dealership network to its original owner in Belgium. The JG book DOES differentiate between US and Canadian export cars, but back then all European Corvettes went through Canada on their way to Europe.

There were a number of things (various labels, stickers, lamps and external fascia items), that bore little/no semblance to what was described in the JG for a Canadian local export car. So, we proceeded at snail's pace being sure to make our comments/critiques of the JG clear and readable. Plus, we needed Jack Cooper's input along the way to insure we weren't stating untrue facts (have you ever had this/that changed or worked on?). Yep, we eventually finished!

### The 24 Heurs du Mans

The next day, we drove to the track at LeMans to pick up our credentials from our host, GM France, at their track side, Corvette Corner, facility. Traffic in/around the track during race week is OUTRAGEOUS! Figure you can spend 2-hours driving the last 3-4 miles in absolute grid-lock traffic. Your engine and cooling system had best be in tip top shape!

At Corvette Corner, GM had a 2-story recreational vehicle with a 3<sup>rd</sup> story 'pop-up' observation deck parked next to the track. Additionally, there was a new and LARGE tented dining facility adjacent to the track with the side facing the track being constructed of clear plastic for a full view of the action. Last, a mini-dish mounted on the RV pumped a wide screen, high definition TV in the tent giving us full race coverage.

Rob volunteered to go fetch our race credentials and got in line (queue). After an hour and a half, people we recognized as having been in line before/after Rob were emerging with paper work in hand, but NO Rob. Finally, almost a full three hours from his line-up, Rob emerged wearing a broad, devious grin.

"Well, boys and girls, the Dutch have prevailed with the French. In addition to our ordinary track

credentials, we've scored three of the thirty available on-track, hot lap, passes assigned to GM" Rob announced. And, yes sir, the next morning, three hours before the official start of the race we queued up at a fenced off, security area to take a ride!

It'd been raining that morning and the grass between the entrance and the track had turned to mud. Most of the other cars were newer (C4/C5/C6), but the Dutch contingency was ready to go with C1/C2/C3 Corvettes. Oh, during the prior evening Mr. Musquetier broke the bad news to me...

To run the track, you really needed to be an official Dutch Chapter member, Jack. But, not to worry, he pulled out his trusty Blackberry and signed me up on the spot! NCRS number, home address, phone, email, web-site desired log-in and password questions flew, followed by, "What currency would you like to pay in...I take US dollars, Euros, as well as British Sterling?" And, he wasn't kidding—he actually had the necessary change with him!



*On the back side of the straight.*

So, I became an official Dutch Chapter member and received my orange shirt along with a passenger side berth in Rob's '69 convertible. Of all the cars present, we were the only one's brave enough (maybe 'stupid' enough) to drop the soft top and run the track open air. Fortunately, JUST before the track workers signaled us to start our engines and drive the cars across the mud pond onto the track, it stopped raining and we were welcomed with sporadic shafts of sunlight breaking through the clouds.

Hey, there was no US-like bull tweedy here... Sign this hold-harmless agreement, go to this driving school and learn the meaning of the track worker's signal flags or even see a track map, no you just went out and put your pedal to the metal! Everyone in the 'civilized' world knows racing is dangerous and if you volunteered to go on-track, then you automatically executed a liability waiver...



The French Road

The engines growled and howled as the newer cars BLEW past the older Corvettes. Rob and I went in his '69 BB followed by Ruud Zeller and his son, Jelle, in their '63 convertible while Jack and Patricia Jansen closed off the Dutch contingency in their '60 with its hard top bolted on. YAHOO! What a BLAST and I clicked pictures of us passing the crowd atop the observation deck at Corvette Corner, what it looks like to enter the start/finish line of the grand stands, to 'blow' under the familiar Dunlop cross walk as you hit the Mulsanne straight and to make/take the un-banked corners of this classic Gran Prix race track.

WHAT A HOOT! My Dutch treat was absolutely complete...

Jack Humphrey

### Merchandise

By Bill Pearson

#### MERCHANDISE – IN STOCK

ITEM	PRICE
Golf Caps...Red, White, Gray, Maroon, Natural/Green, and Natural/Blue	\$11.00
T- Shirts...Silk screen Front & Back	\$10.00
Sweatshirts...Silk screen Front & Back	\$20.00
Short Sleeved Polo...White, Red, Blue & Gray (RMC Embroidered)	\$30.00
Long Sleeved Polo...Dark Gray & Blue (RMC Embroidered)	\$35.00
Light Weight Polo...Short Sleeved (Teal )	\$20.00
Shop Coats...Gray (RMC Embroidered)	\$35.00
Chambray Shirt (RMC Embroidered)	\$30.00
RMC Embroidered Jacket (special order)	\$50.00
Steamboat Hat Pins	\$1.00
RMC Hat Pins	\$3.00
Name Tags	\$5.00

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### For Sale

Ad 09/01/07

1960 roadster. Red/red, 283/290hp FI. Top flight condition. \$89,500.

2001 roadster. Red/black. 6spd. HUD. Sport seats. Dual air. 36k miles. Immaculate. \$29,900.

Dave Talley, 303-726-9640

Ad 07/01/07

1972 Coupe, VIN #Z37W2S507699, 454, A/C, TH400, Elkhart green, saddle leather, 2006 NCRS National Top-Flight, tank sticker, PWR/string/brks/wndws, tilt-tele, restoration tires, good owner's kit. Car's a driver, A/C works great! Will email pictures, complete spreadsheet summary of stampings, date codes. Reduced to \$29,900 [jefuller@msn.com](mailto:jefuller@msn.com) or 800/567-6687 EDT. Member #37361

Additional notes:

Last 11 years under NCRS member ownership. 94,000 miles, A.I.R. system is removed, TCS system has been restored and operates. Car runs cool if outside temperature is not above 100 degrees, luggage rack installed, after market AM/FM/CD changer (changer comes out easily for judging), heater core is currently by-passed due to leak, minor damage bottom of right-rear fender (easy repair), steering wheel anti-theft lock doesn't work, key-buzzer warning doesn't work. All other ops check items operate normally, including theft alarm (Scores about 97% ops check at NCRS). Pipes and mufflers recently replaced. Half shaft U-joints recently replaced. Carburetor, master cylinder, trailing arms,

rear spring, parking brakes and all wheel bearings recently rebuilt or replaced. Extra set of Goodyear radials included. Nearly all numbers match: main exceptions are starter motor, coil (but close), fan (1 year off), water pump.

*Ad 03/01/07*

C-6 2005 Corvette Convertible  
18K miles Victory Red Top is Black/  
Ebony Interior 6-speed Z-51 performance  
package Power-top/Nav system/ On-Star/  
XM-Radio/ Polished wheels, Loaded with all  
available options. Perfect Condition  
Make offer--Jerry 303-674-3838

Membership in the NCRS is open to persons interested in the restoration, preservation and history of the Corvette produced by the Chevrolet Motor Division of General Motors Corporation from 1953 through 1982. NCRS is not affiliated with Chevrolet or General Motors.

Membership in the Rocky Mountain Chapter of the NCRS is open to all members of the NCRS National organization. Dues are \$30.00 for the first year, and are \$20.00 per year for renewal. First year dues entitle the new member to a Chapter ball cap and membership nametag.

Advertising in the Rocky Mountain Chapter Newsletter is free to all active members, for all Corvette related

items or Corvettes for sale. Commercial advertising rates for the Newsletter are \$15.00 for a business card, \$25.00 for a ¼ page, \$40.00 for a ½ page and \$60.00 for a full page. All rates are quoted for 6 issues or one-year printing. Contact the editor for further information. All editorial material can be sent to the editor.

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